

FIRST EDITION THE STORM KING. ANOTHER GREAT SEPTEMBER GALE.

Disastrous Hurricane and Flood in New England—Sad Loss of Life and Immense Destruction of Property—Houses Unroofed and Blown Down, and Ves-

els Sent Adrift. Etc., Etc., Etc., Etc., Etc.

The Gate in Rhode Island.

From the Providence Journal of yesterday morning. We were visited yesterday afternoon by a fearful gale, which, although of short duration, caused an immense destruction of property and sad loss of life.

From more than an hour the tide rose a foot every ten minutes, until, three hours before the time for high tide, the water stood within a few inches of the floor of the horse railroad depot on Westobacco street.

The tide rose very rapidly from 4 to 5 o'clock, when the gale was at its height, and soon after 5 it overflowed the wharves and filled the cellars on Dyer street, and the other buildings and streets in the vicinity.

In the east side the water reached the line in the storehouse on George W. Hall & Co.'s wharf, where some 150 barrels were stored, and the lime slacked and set the building on fire, which was soon put out by steamer No. 2, without greatly damaging the building, and the water in the lines was then returned to the larger part of the east wall, above Weeden's block, of the new Atlantic Insurance Co.'s block.

Part of the roof and fourth story of Messrs. Rose & Walker's tannery under the brow of Federal Hill was blown over about half past 4 in the afternoon, and the one-story building was also demolished.

We are especially sorry to announce that the roof of the Home for Aged Women was taken off, and much damage done. The Hutchinson Family were at that time in the home delighting the old ladies with their pleasant songs.

another young girl was crushed and killed by a tree which fell upon her, and that a man was killed by falling in being blown from a house, both in Olneyville, also; but we were unable to learn the names of either of the parties.

The Union Railroad Company has suffered severely. The car house at the Cranston Print Works was partially demolished, injuring three cars.

A boy named Hughes was killed near the Bristol Railroad depot, Fox Point, by a gate being blown down upon him.

A house on Bellevue avenue, owned by Belows Bros., and lately erected at a cost of \$6000, was completely demolished.

Two and one-half story wooden tenement house on Republican street, near the railroad bridge on Atwell's avenue, owned by Dr. Newhall, was blown entirely from its foundations.

There were scores of roofs torn from buildings and many persons injured, in addition to those we have mentioned, but a want of space limits to these extracts only.

The Commotion in the Harbor of Providence. During the height of the gale the vessels were in great danger, and it appeared almost impossible for some of them to escape shipwreck.

The steam tug Charlotte and Isabella arrived up from below about 7 o'clock, and reported seeing a sloop go ashore on Continent Point and break to pieces.

Incidents. Many cases of narrow escapes and of slight personal injury are related, which we cannot this morning particularize.

The Hurricane in Pawtucket, Conn. The fearful storm of wind and rain of yesterday did a large amount of damage in this village.

The Disaster in Boston—School-houses, Church and other buildings destroyed.

Correspondence from Boston, dated yesterday, says:—One of the severest gales ever known in Boston visited this city yesterday.

occasioned. Thousands of fine shade trees were ruined, and fences were destroyed in many places.

Destruction of the Coliseum. Among the first buildings to suffer in the city proper was the Coliseum, shortly after 6 o'clock.

Almost immediately after, the sudden rush of air which followed demolished the west end and the larger portion of the roof, with the exception of a small part in the centre, which, although considerably damaged, remained standing.

The Railroad Collision near Zanesville, Ohio—A Terrible Disaster—Three Men Killed and Two Terribly Mangled.

The accident occurred by the colliding of the passenger train due here at 8 o'clock P. M. and a locomotive which was sent out from Cambridge station.

FROM THE PLAINS. Says the New York Times correspondent:—One other fact must be recorded. There are others of these mines that have no separate air-shafts.

THE EUROPEAN MARKETS. Yesterday's Quotations. By the Anglo-American Cable. FRANKFURT, Sept. 9.—5 P. M.—United States 5-20s closed firm at 85 1/2.

Baltimore Produce Market. BALTIMORE, Sept. 10.—Cotton dull and nominally 24c. Flour quiet, at an advance of 25c.

Stock Quotations by Telegraph—1 P. M. Glendinning, Davis & Co. report through their New York house the following:—Western Union Tele. 36 1/2.

AVONDALE. After the Disaster—Harrowing Scenes at the Burial of Twenty-five of the Victims—Who are Censured.

THE ZANESVILLE DISASTER. Particulars of the Railroad Collision in Ohio—Three Men Killed outright, and Two Terribly Mangled—The Trains Collide in a Fog.

Financial and Commercial FROM THE WEST. The Railroad Collision near Zanesville, Ohio—A Terrible Disaster—Three Men Killed outright, and Two Terribly Mangled.

SECOND EDITION THE ZANESVILLE DISASTER.

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ZANESVILLE, Ohio, Sept. 10.—A terrible railroad accident occurred on Wednesday night, four miles east of Cambridge, on the Central Ohio division of the Baltimore Railroad, in which three lives were lost and two persons horribly mangled.

The Delaware and Lackawanna corporation is immensely wealthy, and has another mine, called the Taylorville shaft, run on precisely the same principle as the Avondale mine.

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energy threw herself upon the coffin, crying, "You shall bury my William! You shall! You shall! Give him back to me! Or if you won't, bury me with him!"

Could It Have Been Avoided? The day of the awful, sixty dead and three score widowed wives sit by desolate hearths this evening.

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FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH, Friday, Sept. 10, 1869.

The chief feature in the money market to-day is the unsettled condition of gold brought about by the efforts of the Wall street clique, and the consequent uncertainty as to the future course of the market.

There is no change in the tone or rates of the loan market, so far, but the prospects of an easy money market are not so bright.

PHILADELPHIA STOCK EXCHANGE SALES. Reported by the Haven & Bro., No. 49 S. Third street. FIRST BOARD.

Philadelphia Trade Report. FRIDAY, Sept. 10.—There is not much cloverseed here and it ranges from \$7.50 to \$8.50.

LATEST SHIPPING INTELLIGENCE. For additional Marine News see Inside Pages. NEW YORK, Sept. 10.—(By Telegraph.)

PORT OF PHILADELPHIA.—SEPTEMBER 10. STATE OF THE TIDE GAUGE AT THE EVENING TELEGRAPH.

CLEARED THIS MORNING. Steamer Bristol, Wallace, New York, W. P. Clyde & Co.

ARRIVED THIS MORNING. Steamer H. C. Gidd, Her, 12 hours from Baltimore, with mail.

Special Dispatch to the Evening Telegraph. HAVRE-DE-GRACE, Sept. 10.—The following boats left here in the night:

Correspondence of the Evening Telegraph. EASTON & MCGRAW'S BULLETIN. NEW YORK, Sept. 10.—Six barges leave to-night for Baltimore.